

CHOICE.
Amontillado
Sherry
\$16.00 per dozen.
H. PRICE & CO.,
12, Queen's Road,
HONGKONG.

The

ESTABLISHED

No. 12,719

號一廿月二十年三零百九千一英

HONGKONG, THURSDAY, DECEMBER 11, 1903.

MAGEWEN FRICKEL & CO.,
SHIPPING AND FORWARDING DEPARTMENT.
CHINA PARCEL EXPRESS.
SHIPPING DATES.
To England... 3rd Jan.
To France... 28th Dec.
To Germany... 4th Jan.
To Italy... 11th Jan.
To United States via San Francisco... 29th Dec.
To United States via Suez Canal... 10th Jan.
To India... 5th Jan.
To South Africa... 28th Dec.
To Australia and New Zealand... 12th Jan.
Estimates for Freight and 'free delivery' charges upon receipt of Cubic Contents and Weight.
DELIVERY ANYWHERE.
Office—3, BUELL STREET,
Hongkong, December 28, 1903. 2547

Intimations.

NEW YEAR HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875, the Exchange Bureaus will be CLOSED for the transaction of Public Business on FRIDAY and SATURDAY, the 1st and 2nd JANUARY, 1904, respectively.
Hongkong, December 29, 1903. 2620

THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAYS.

It is hereby notified that the Fire Insurance Offices will be CLOSED for the transaction of Public Business on FRIDAY and SATURDAY, the 1st and 2nd JANUARY, 1904, respectively.
By Order, A. R. LOWE, Secretary.
Hongkong, December 29, 1903. 2620

NEW YEAR EXCURSION TO MACAO.

THE S.S. 'Wing Chai' will run an Excursion Trip to Macao on NEW YEAR'S DAY, starting from Hongkong at 8.30 a.m., returning at 7.30 p.m.
MING-ON & CO.,
Hongkong, December 29, 1903. 2618

NOTICE.

AN OLD ALLEYMAN DINNER will be held on WEDNESDAY, the 13th JANUARY, 1904, at the HONGKONG HOTEL.
The undersigned will receive names of any Old Alleyman who have not yet been communicated with.
H. ARTHUR,
Care of Messrs Jardine, Matheson & Co.,
Hongkong, December 30, 1903. 2628

NOTICE.

THE Date of Closing of Entries for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.
By Order, T. F. ROUGH, Clerk of the Course.
Hongkong, December 29, 1903. 2621

LOST.

BETWEEN 'Biston' Plantation Gap, and City Hall Barracks, on the Evening of 22nd December, a GOLD PEARL SPRAY BROOCH.
Finder will be rewarded on returning same to 'Biston'.
Hongkong, December 28, 1903. 2618

KOWLOON ROTISSERIE.

NO. 31, ELGIN ROAD, KOWLOON.
(2 Doors Next to Kowloon Hotel).
MEALS A LA CARTE, STEAKS, CROPS, &c., &c., at any time between 7 A.M. and 10.30 P.M.
Monthly Terms on application.
Hongkong, October 3, 1903. 2617

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HER PRINCE OF WALES
Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

Business Notices.

Removal
W. S. BAILEY & CO.,
No. 20, Connaught Road,
Central
(Opposite Douglas Wharf),
HONGKONG.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,280 tons, Captain A. W. Dixon.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lousius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and at 5.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,999 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 2,119 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 538 tons, Captain B. Branch.
s.s. NANRING, 529 tons, Captain C. Butcher.
s.s. TAIK HING, 518 tons, Captain R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:
HONGKONG CANTON & MACAO STEAMBOAT CO. LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Wanted.

WANTED.

YOUNG FOX TERRIER DOG.

Apply
Care of 'CHINA MAIL' Office.
Hongkong, December 30, 1903. 2627

WANTED.

TWO Friends to Share Large Bedroom in Knutsford Terrace, with or without board.

Address—
Care of 'CHINA MAIL' Office.
Hongkong, December 16, 1903. 2622

NOTICE.

TO THE WEARIED.

THERE is no nicer place to spend a few days in quiet rest than

MACAO.

And there is no more comfortable Hotel in the Far East, than the

MACAO HOTEL.

WM. FARMER,
Proprietor.
Hongkong, December 23, 1903. 2627

The Boyril Bottle

is familiar in the homes of Britishers the world over—in Great Britain itself Bovril is looked upon as the great national "stand-by" in case of failing strength. Bovril is the very embodiment of nourishment. It imparts strength in a most effective manner, and is, at the same time, extremely palatable.



To be obtained at all Grocers, Chemists, Hotels, &c., throughout Hongkong, China and Japan.

榮 CHEE WING & CO., 啟

'8 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, FIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.

CORNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, September 16, 1903. 1904

YING KEE, a

REFRESHMENT CONTRACTOR and

CATERER.

Ball Suppers, Dance Suppers, Picnics,

Luncheons, and At Homes Catered for.

Cutlery, Crockery, and Table Linen on

hire.

For Terms, apply to YING KEE,

(First Floor) 50, Des Voeux Road Central,

Hongkong, December 14, 1903. 2513

MRS CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur

ENTHUSIASTS A SPECIAL FEATURE.

BRANCH

HONGKONG HOTEL CORRIDOR,

1587

DR. WILSON,

DENTIST.

LATEST AMERICAN METHODS.

REASONABLE PRICES.

NO CHARGE FOR EXAMINATIONS.

DR. NEWELL WILSON,

31, QUEEN'S ROAD CENTRAL,

First Floor, WATKINS' BUILDING.

Hongkong, October 29, 1903. 2508

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Lager', 'Damen', and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality known). Boilers covered with Bell's Composition saving expense of covering in a few months by saving of fuel. Bell's Composition given for covering Boilers, etc.
Bell's Asbestos Expansion Taps, Millbores, Gaskets, and Ropes.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large stock of Engine and Cylinder Oils always in hand.
Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plate.
Asbestos Packed Coils, Stop Valves, and Gauge Columns. Steam Gauge—other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong. Office, 6 Des Voeux Road, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

NEW STOCK OF

SADDLERY

RACE SADDLES, POLO SADDLES,
HACKNEY SADDLES.

NUMNAHS AND WEIGHT CLOTHS.

BITS, SPURS, STIRRUPS.

EVERY REQUISITE FOR STABLE USE.

LANE, CRAWFORD & Co.

Hongkong, December 31, 1903.

Cutler, Palmer & Co.

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901.

SIEMSEN & CO.

CHAMPAGNES

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

PARRITCH FOR MUSCLE,

WHISKY FOR PLUCK!

Watkins' Dundee Whisky,

BEST ON EARTH.

Watkins Limited.

TO MAKE THE DANCE SEE LIGHT AND FRISKY.

JUST SAMPLE WATKINS' DUNDEE WHISKY.

PURE LINSEED OIL

Awarded Bronze Medal at the Paris

Exhibition, 1900.

Gold Medal at the Indian Industrial

Exhibition 1899, 1900 & 1901.

MANUFACTURED BY

THE GOURPORE CO. LD.,

CALCUTTA.

Contractors to the Military and

Public Works Departments.

State Railways, and all

large Consumers

throughout India, the East,

and the Colonies.

W. R. LOXLEY & CO.,

Sole Agents,

Hongkong.

Cable Address 'LOXLEY', Hongkong.

Hongkong, July 22, 1903. 1519

DANCING.

MRS DONALDSON (Daughter of Pro-

fessor F. F. WALLACE, of Rosemount

Dancing Academy, Glasgow) has pleasure

in advertising a SECOND BEGINNERS'

CLASS to open in the CITY HALL,

shortly.

Practise twice weekly... Fee \$10 a month.

Pupils will please enroll at the Robinson

Piano Co., Ltd.

Hongkong, December 1, 1903. 2412

THOMAS P. HALL,

OF DOUGLAS STEAMSHIP COY.,

LTD., has the honour to inform the Ship-

ping and Mercantile Community that he

has this Day established himself as a

MARINE SURVEYOR.

T. P. HALL,

1, Prince's Building, 3rd Floor.

Telephone 418.

Hongkong, August 24, 1903. 1609

WILLIAM MACLEOD, D.D.S.,

DENTIST.

11 & 12, BEACONSFIELD ARCADE.

Hongkong, September 22, 1903. 1788

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1902. 1227

Portland

In casks of 375 lbs net, \$4.75 per cask, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glaze,

Facing Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS

VICTORIA DISPENSARY.

Dakin's Aniseed and Licorice Cough Balsam

for

Coughs, Colds, Hoarseness, and Soreness of the

Chest—Price 50 cents and \$1.00.

CRICKSHANK'S COUGH REMEDY,

A valuable remedy for Influenza, Colds, Bronchitis,

Asthma, and all Diseases of the Chest and

Lungs—Price \$1.00 per Bottle.

THE

HONGKONG HOTEL.

A FIRST-CLASS HOTEL IN EVERY RESPECT.

BEST QUALITY PROVISIONS AND LIQUORS.

EUROPEAN CURRY.

EVERY COMFORT FOR VISITORS. PRICES MODERATE.

The Peak Hotel.

Admirably Situated—Sheltered from the North-West Monsoon and Open to the

South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS

Telephone No. 23.

69 Telephone Address: 'PEAKFUL'. Town Office, 7, DUNDRELL STREET.

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINE.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply

THE MANAGER.

M'AC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

FAIRALL & CO.

FINE-CLASS DRESSMAKERS, MILLINERS

AND DRAPERS,

ARE NOW SHOWING

Robes, Nets, and Trimmings of Sequin, in Black, Silver, and Colored.

Crepe de Chine and Mousseline Voiles (the latest for Ball

Gowns); Flowers in Garlands and Trills for Evening Wear.

A LARGE SELECTION OF BROCADED SILK SUITABLE FOR EVENING

CLOAKS AND COATS.

Hongkong, November 16, 1903. 1654

W. BREWER & CO.,

QUEEN'S ROAD.

A Large Stock of Leading Novels by noted Authors

45 Cents Each.

NEW VOLUMES—Boys' Owns Annual, Young England, Little Folks, Chamberlayne,

Nestor's Annual, &c.

A LARGE STOCK OF BOOKS SUITABLE FOR ALL AGES ALWAYS ON HAND.

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M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN ORAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
84 QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1-1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102 HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomampo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Mairu, Kure, Shimoda, Moji, Waka, Matsuyama, Kanata, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipei, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tanaka, Yamano, and Its Coal Mines.

SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Manasa, Manzan, Onoura, Otsu, Sasahara, Tsukubaru, Yoshinotani, Yoshio, Yuzubara, and other Coals.

N. INUZUKA, Manager, Hong Kong.

Hongkong, April 29, 1900.

A healthy child is naturally full of life. His mother will tell you.



Rainier Beer

did her a lot of good. Its pure ingredients its perfect brewing when used in moderation all tend to build up the system.

Better try it yourself.

SEATTLE BREWING & MALTING CO.
SEATTLE, WASH.
PHONE RAINIER 30.

Per Case (6 dozen Bottles) \$16.50
(Special terms to large buyers) (or 4 dozen Quarts).

A. S. WATSON & Co., Ltd.,
Sole Agents for Hongkong, China and Manila.

ENO'S A SIMPLE REMEDY

FOR ALL 'FRUIT IMPURITIES' OF THE BLOOD.

SALT.

'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.'—European Mail.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a worthless imitation.

Prepared only by J.C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGLAND.
By J.C. ENO'S Patent.

Sold by Chemists, etc., everywhere.

JOHN OAKLEY'S WELLINGTON KNIFE POLISH

BEST FOR CLEANING AND POLISHING.

JOHN OAKLEY'S KNIFE BOARDS

PREVENT RUST IN CLEANING KNIVES TO THE KNIVES.

JOHN OAKLEY & SONS
BLACK LEAD MILLS, LONDON.

JOHN OAKLEY & SONS, Limited, Wellington, Middlesex, London.

THE HEAD AGENCY of the above Company has been OPENED at No. 4, DUNDRELL STREET, HONGKONG, October 6, 1903.

R. BISSCHOP, General Agent.

ZETLAND HOUSE,
No. 10, QUEEN'S ROAD CENTRAL.
SUPERIOR ACCOMMODATION.
MRS. WATLING, Proprietress.
Hongkong, January 14, 1903.

號和廣
KWONG WO,
COAL MERCHANTS.
No. 17, CHIU LOONG STREET (Near Messrs. Lane, Crawford & Co.)
HONGKONG, CHINA.
Hongkong, August 14, 1903.

POHOMULL BROTHERS,
No. 57 and 59, QUEEN'S ROAD CENTRAL, HONGKONG.
CHRISTMAS AND NEW YEAR'S PRESENTS.

HAVE just received a large Stock Suitable for Christmas and New Year's Presents of Indian, Chinese and Japanese SILKS and GOODS made thereof suitable for Ladies and Gentlemen; Cashmere Shawls; Oriental and Egyptian embroideries; Rugs; Persian and Indian Carpets; Jewellery; Maltese Lace Articles; Green Cloth Embroidered Goods. Old Embroidered Chinese Costumes. Genuine Camphorwood boxes; Fans and several other articles made up of Ivory, Mother-of-pearl, Sandalwood and Tortoiseshell, etc., etc.

Quality will speak for itself. Very moderate Prices.

Hongkong, November 3, 1903.

MR W. C. JACK,
Member of the Institute of Naval Architects.
Late Assistant Manager at Kowloon Dock.

HAS the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.

Hongkong, 1st March, 1903.

W. C. WILKS & CO.,
AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors.
Collections and Damages Surveyed for Insurance Companies.
SHIP'S DESIGNS AND SPECIFICATIONS PREPARED.
Telegraphic Address: MARINEWORK, HONGKONG.
Codes used A. 1. and A.B.C. 4th and 5th Editions.
Hongkong, March 24, 1903.

TANG YUEN.
BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.
Apply at the House, or At FAIRALL & CO., Opposite Hongkong Hotel.
Hongkong, June 10, 1903.

HONGKONG-MACAO LINE.
S. S. 'WING CHAI',
CAPTAIN SAMUEL BELL SMITH.
DEPARTURE from HONGKONG on week days at 7.30 a.m.; Excursion on Sundays at 8.30 a.m.; from MACAO week days at about 2 p.m., Sundays at about 7.30 p.m.
FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5. 2nd class \$1. 3rd 50 Cents.
On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$3. Return Ticket \$5. Return Ticket, including tide and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.
Wharf—At the Western end of Wing Lok Street.
The steamer runs an excursion trip every Sunday. It takes only 3½ hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, September 7, 1903.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED
SUBSCRIPTIONS.
Payable Quarterly in Advance.
EXCHANGE LINES:
\$100, and Private Lines by arrangement.
N.B.—A Special Charge is made for Lines of more than average length.
DESK TELEPHONES.
For a small additional annual charge Desk Sets can be supplied.
ELECTRIC FANS.
ELECTRIC SUPPLIES
Of Every Description in Stock, including:
BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, etc., etc.
Send for Price Lists.
ELECTRIC BELL INSTALLATIONS.
Erected and Maintained.
Estimates given Free for all kinds of Electrical Work.
Trained Mechanics sent to Out-Port of 1st up Installations if required.
NOTE ADDRESS:—2 ICE HOUSE ROAD.
For full particulars, etc., etc.
Apply to
W. STUART HARRISON,
A.M. Inst. C.E.,
Manager.
Hongkong, April 2, 1903.

Bangkok Times.
THE LEADING NEWSPAPER IN SIAM
And widely circulated in Malaya, Coochin, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (3 p.p.)
SUBSCRIPTION, DAILY (postage extra), 6 p.p.
Tidals 60 p.p.
Weekly, including postage, £2 p.p.
Advertising Rates. Per inch (8 lines), 10 p.p.; 2 inch (16 lines), 15 p.p.; 3 inch (24 lines), 20 p.p.; 4 inch (32 lines), 25 p.p.; 5 inch (40 lines), 30 p.p.; 6 inch (48 lines), 35 p.p.; 7 inch (56 lines), 40 p.p.; 8 inch (64 lines), 45 p.p.; 9 inch (72 lines), 50 p.p.; 10 inch (80 lines), 55 p.p.; 11 inch (88 lines), 60 p.p.; 12 inch (96 lines), 65 p.p.; 13 inch (104 lines), 70 p.p.; 14 inch (112 lines), 75 p.p.; 15 inch (120 lines), 80 p.p.; 16 inch (128 lines), 85 p.p.; 17 inch (136 lines), 90 p.p.; 18 inch (144 lines), 95 p.p.; 19 inch (152 lines), 100 p.p.; 20 inch (160 lines), 105 p.p.; 21 inch (168 lines), 110 p.p.; 22 inch (176 lines), 115 p.p.; 23 inch (184 lines), 120 p.p.; 24 inch (192 lines), 125 p.p.; 25 inch (200 lines), 130 p.p.; 26 inch (208 lines), 135 p.p.; 27 inch (216 lines), 140 p.p.; 28 inch (224 lines), 145 p.p.; 29 inch (232 lines), 150 p.p.; 30 inch (240 lines), 155 p.p.; 31 inch (248 lines), 160 p.p.; 32 inch (256 lines), 165 p.p.; 33 inch (264 lines), 170 p.p.; 34 inch (272 lines), 175 p.p.; 35 inch (280 lines), 180 p.p.; 36 inch (288 lines), 185 p.p.; 37 inch (296 lines), 190 p.p.; 38 inch (304 lines), 195 p.p.; 39 inch (312 lines), 200 p.p.; 40 inch (320 lines), 205 p.p.; 41 inch (328 lines), 210 p.p.; 42 inch (336 lines), 215 p.p.; 43 inch (344 lines), 220 p.p.; 44 inch (352 lines), 225 p.p.; 45 inch (360 lines), 230 p.p.; 46 inch (368 lines), 235 p.p.; 47 inch (376 lines), 240 p.p.; 48 inch (384 lines), 245 p.p.; 49 inch (392 lines), 250 p.p.; 50 inch (400 lines), 255 p.p.; 51 inch (408 lines), 260 p.p.; 52 inch (416 lines), 265 p.p.; 53 inch (424 lines), 270 p.p.; 54 inch (432 lines), 275 p.p.; 55 inch (440 lines), 280 p.p.; 56 inch (448 lines), 285 p.p.; 57 inch (456 lines), 290 p.p.; 58 inch (464 lines), 295 p.p.; 59 inch (472 lines), 300 p.p.; 60 inch (480 lines), 305 p.p.; 61 inch (488 lines), 310 p.p.; 62 inch (496 lines), 315 p.p.; 63 inch (504 lines), 320 p.p.; 64 inch (512 lines), 325 p.p.; 65 inch (520 lines), 330 p.p.; 66 inch (528 lines), 335 p.p.; 67 inch (536 lines), 340 p.p.; 68 inch (544 lines), 345 p.p.; 69 inch (552 lines), 350 p.p.; 70 inch (560 lines), 355 p.p.; 71 inch (568 lines), 360 p.p.; 72 inch (576 lines), 365 p.p.; 73 inch (584 lines), 370 p.p.; 74 inch (592 lines), 375 p.p.; 75 inch (600 lines), 380 p.p.; 76 inch (608 lines), 385 p.p.; 77 inch (616 lines), 390 p.p.; 78 inch (624 lines), 395 p.p.; 79 inch (632 lines), 400 p.p.; 80 inch (640 lines), 405 p.p.; 81 inch (648 lines), 410 p.p.; 82 inch (656 lines), 415 p.p.; 83 inch (664 lines), 420 p.p.; 84 inch (672 lines), 425 p.p.; 85 inch (680 lines), 430 p.p.; 86 inch (688 lines), 435 p.p.; 87 inch (696 lines), 440 p.p.; 88 inch (704 lines), 445 p.p.; 89 inch (712 lines), 450 p.p.; 90 inch (720 lines), 455 p.p.; 91 inch (728 lines), 460 p.p.; 92 inch (736 lines), 465 p.p.; 93 inch (744 lines), 470 p.p.; 94 inch (752 lines), 475 p.p.; 95 inch (760 lines), 480 p.p.; 96 inch (768 lines), 485 p.p.; 97 inch (776 lines), 490 p.p.; 98 inch (784 lines), 495 p.p.; 99 inch (792 lines), 500 p.p.; 100 inch (800 lines), 505 p.p.; 101 inch (808 lines), 510 p.p.; 102 inch (816 lines), 515 p.p.; 103 inch (824 lines), 520 p.p.; 104 inch (832 lines), 525 p.p.; 105 inch (840 lines), 530 p.p.; 106 inch (848 lines), 535 p.p.; 107 inch (856 lines), 540 p.p.; 108 inch (864 lines), 545 p.p.; 109 inch (872 lines), 550 p.p.; 110 inch (880 lines), 555 p.p.; 111 inch (888 lines), 560 p.p.; 112 inch (896 lines), 565 p.p.; 113 inch (904 lines), 570 p.p.; 114 inch (912 lines), 575 p.p.; 115 inch (920 lines), 580 p.p.; 116 inch (928 lines), 585 p.p.; 117 inch (936 lines), 590 p.p.; 118 inch (944 lines), 595 p.p.; 119 inch (952 lines), 600 p.p.; 120 inch (960 lines), 605 p.p.; 121 inch (968 lines), 610 p.p.; 122 inch (976 lines), 615 p.p.; 123 inch (984 lines), 620 p.p.; 124 inch (992 lines), 625 p.p.; 125 inch (1000 lines), 630 p.p.; 126 inch (1008 lines), 635 p.p.; 127 inch (1016 lines), 640 p.p.; 128 inch (1024 lines), 645 p.p.; 129 inch (1032 lines), 650 p.p.; 130 inch (1040 lines), 655 p.p.; 131 inch (1048 lines), 660 p.p.; 132 inch (1056 lines), 665 p.p.; 133 inch (1064 lines), 670 p.p.; 134 inch (1072 lines), 675 p.p.; 135 inch (1080 lines), 680 p.p.; 136 inch (1088 lines), 685 p.p.; 137 inch (1096 lines), 690 p.p.; 138 inch (1104 lines), 695 p.p.; 139 inch (1112 lines), 700 p.p.; 140 inch (1120 lines), 705 p.p.; 141 inch (1128 lines), 710 p.p.; 142 inch (1136 lines), 715 p.p.; 143 inch (1144 lines), 720 p.p.; 144 inch (1152 lines), 725 p.p.; 145 inch (1160 lines), 730 p.p.; 146 inch (1168 lines), 735 p.p.; 147 inch (1176 lines), 740 p.p.; 148 inch (1184 lines), 745 p.p.; 149 inch (1192 lines), 750 p.p.; 150 inch (1200 lines), 755 p.p.; 151 inch (1208 lines), 760 p.p.; 152 inch (1216 lines), 765 p.p.; 153 inch (1224 lines), 770 p.p.; 154 inch (1232 lines), 775 p.p.; 155 inch (1240 lines), 780 p.p.; 156 inch (1248 lines), 785 p.p.; 157 inch (1256 lines), 790 p.p.; 158 inch (1264 lines), 795 p.p.; 159 inch (1272 lines), 800 p.p.; 160 inch (1280 lines), 805 p.p.; 161 inch (1288 lines), 810 p.p.; 162 inch (1296 lines), 815 p.p.; 163 inch (1304 lines), 820 p.p.; 164 inch (1312 lines), 825 p.p.; 165 inch (1320 lines), 830 p.p.; 166 inch (1328 lines), 835 p.p.; 167 inch (1336 lines), 840 p.p.; 168 inch (1344 lines), 845 p.p.; 169 inch (1352 lines), 850 p.p.; 170 inch (1360 lines), 855 p.p.; 171 inch (1368 lines), 860 p.p.; 172 inch (1376 lines), 865 p.p.; 173 inch (1384 lines), 870 p.p.; 174 inch (1392 lines), 875 p.p.; 175 inch (1400 lines), 880 p.p.; 176 inch (1408 lines), 885 p.p.; 177 inch (1416 lines), 890 p.p.; 178 inch (1424 lines), 895 p.p.; 179 inch (1432 lines), 900 p.p.; 180 inch (1440 lines), 905 p.p.; 181 inch (1448 lines), 910 p.p.; 182 inch (1456 lines), 915 p.p.; 183 inch (1464 lines), 920 p.p.; 184 inch (1472 lines), 925 p.p.; 185 inch (1480 lines), 930 p.p.; 186 inch (1488 lines), 935 p.p.; 187 inch (1496 lines), 940 p.p.; 188 inch (1504 lines), 945 p.p.; 189 inch (1512 lines), 950 p.p.; 190 inch (1520 lines), 955 p.p.; 191 inch (1528 lines), 960 p.p.; 192 inch (1536 lines), 965 p.p.; 193 inch (1544 lines), 970 p.p.; 194 inch (1552 lines), 975 p.p.; 195 inch (1560 lines), 980 p.p.; 196 inch (1568 lines), 985 p.p.; 197 inch (1576 lines), 990 p.p.; 198 inch (1584 lines), 995 p.p.; 199 inch (1592 lines), 1000 p.p.; 200 inch (1600 lines), 1005 p.p.; 201 inch (1608 lines), 1010 p.p.; 202 inch (1616 lines), 1015 p.p.; 203 inch (1624 lines), 1020 p.p.; 204 inch (1632 lines), 1025 p.p.; 205 inch (1640 lines), 1030 p.p.; 206 inch (1648 lines), 1035 p.p.; 207 inch (1656 lines), 1040 p.p.; 208 inch (1664 lines), 1045 p.p.; 209 inch (1672 lines), 1050 p.p.; 210 inch (1680 lines), 1055 p.p.; 211 inch (1688 lines), 1060 p.p.; 212 inch (1696 lines), 1065 p.p.; 213 inch (1704 lines), 1070 p.p.; 214 inch (1712 lines), 1075 p.p.; 215 inch (1720 lines), 1080 p.p.; 216 inch (1728 lines), 1085 p.p.; 217 inch (1736 lines), 1090 p.p.; 218 inch (1744 lines), 1095 p.p.; 219 inch (1752 lines), 1100 p.p.; 220 inch (1760 lines), 1105 p.p.; 221 inch (1768 lines), 1110 p.p.; 222 inch (1776 lines), 1115 p.p.; 223 inch (1784 lines), 1120 p.p.; 224 inch (1792 lines), 1125 p.p.; 225 inch (1800 lines), 1130 p.p.; 226 inch (1808 lines), 1135 p.p.; 227 inch (1816 lines), 1140 p.p.; 228 inch (1824 lines), 1145 p.p.; 229 inch (1832 lines), 1150 p.p.; 230 inch (1840 lines), 1155 p.p.; 231 inch (1848 lines), 1160 p.p.; 232 inch (1856 lines), 1165 p.p.; 233 inch (1864 lines), 1170 p.p.; 234 inch (1872 lines), 1175 p.p.; 235 inch (1880 lines), 1180 p.p.; 236 inch (1888 lines), 1185 p.p.; 237 inch (1896 lines), 1190 p.p.; 238 inch (1904 lines), 1195 p.p.; 239 inch (1912 lines), 1200 p.p.; 240 inch (1920 lines), 1205 p.p.; 241 inch (1928 lines), 1210 p.p.; 242 inch (1936 lines), 1215 p.p.; 243 inch (1944 lines), 1220 p.p.; 244 inch (1952 lines), 1225 p.p.; 245 inch (1960 lines), 1230 p.p.; 246 inch (1968 lines), 1235 p.p.; 247 inch (1976 lines), 1240 p.p.; 248 inch (1984 lines), 1245 p.p.; 249 inch (1992 lines), 1250 p.p.; 250 inch (2000 lines), 1255 p.p.; 251 inch (2008 lines), 1260 p.p.; 252 inch (2016 lines), 1265 p.p.; 253 inch (2024 lines), 1270 p.p.; 254 inch (2032 lines), 1275 p.p.; 255 inch (2040 lines), 1280 p.p.; 256 inch (2048 lines), 1285 p.p.; 257 inch (2056 lines), 1290 p.p.; 258 inch (2064 lines), 1295 p.p.; 259 inch (2072 lines), 1300 p.p.; 260 inch (2080 lines), 1305 p.p.; 261 inch (2088 lines), 1310 p.p.; 262 inch (2096 lines), 1315 p.p.; 263 inch (2104 lines), 1320 p.p.; 264 inch (2112 lines), 1325 p.p.; 265 inch (2120 lines), 1330 p.p.; 266 inch (2128 lines), 1335 p.p.; 267 inch (2136 lines), 1340 p.p.; 268 inch (2144 lines), 1345 p.p.; 269 inch (2152 lines), 1350 p.p.; 270 inch (2160 lines), 1355 p.p.; 271 inch (2168 lines), 1360 p.p.; 272 inch (2176 lines), 1365 p.p.; 273 inch (2184 lines), 1370 p.p.; 274 inch (2192 lines), 1375 p.p.; 275 inch (2200 lines), 1380 p.p.; 276 inch (2208 lines), 1385 p.p.; 277 inch (2216 lines), 1390 p.p.; 278 inch (2224 lines), 1395 p.p.; 279 inch (2232 lines), 1400 p.p.; 280 inch (2240 lines), 1405 p.p.; 281 inch (2248 lines), 1410 p.p.; 282 inch (2256 lines), 1415 p.p.; 283 inch (2264 lines), 1420 p.p.; 284 inch (2272 lines), 1425 p.p.; 285 inch (2280 lines), 1430 p.p.; 286 inch (2288 lines), 1435 p.p.; 287 inch (2296 lines), 1440 p.p.; 288 inch (2304 lines), 1445 p.p.; 289 inch (2312 lines), 1450 p.p.; 290 inch (2320 lines), 1455 p.p.; 291 inch (2328 lines), 1460 p.p.; 292 inch (2336 lines), 1465 p.p.; 293 inch (2344 lines), 1470 p.p.; 294 inch (2352 lines), 1475 p.p.; 295 inch (2360 lines), 1480 p.p.; 296 inch (2368 lines), 1485 p.p.; 297 inch (2376 lines), 1490 p.p.; 298 inch (2384 lines), 1495 p.p.; 299 inch (2392 lines), 1500 p.p.; 300 inch (2400 lines), 1505 p.p.; 301 inch (2408 lines), 1510 p.p.; 302 inch (2416 lines), 1515 p.p.; 303 inch (2424 lines), 1520 p.p.; 304 inch (2432 lines), 1525 p.p.; 305 inch (2440 lines), 1530 p.p.; 306 inch (2448 lines), 1535 p.p.; 307 inch (2456 lines), 1540 p.p.; 308 inch (2464 lines), 1545 p.p.; 309 inch (2472 lines), 1550 p.p.; 310 inch (2480 lines), 1555 p.p.; 311 inch (2488 lines), 1560 p.p.; 312 inch (2496 lines), 1565 p.p.; 313 inch (2504 lines), 1570 p.p.; 314 inch (2512 lines), 1575 p.p.; 315 inch (2520 lines), 1580 p.p.; 316 inch (2528 lines), 1585 p.p.; 317 inch (2536 lines), 1590 p.p.; 318 inch (2544 lines), 1595 p.p.; 319 inch (2552 lines), 1600 p.p.; 320 inch (2560 lines), 1605 p.p.; 321 inch (2568 lines), 1610 p.p.; 322 inch (2576 lines), 1615 p.p.; 323 inch (2584 lines), 1620 p.p.; 324 inch (2592 lines), 1625 p.p.; 325 inch (2600 lines), 1630 p.p.; 326 inch (2608 lines), 1635 p.p.; 327 inch (2616 lines), 1640 p.p.; 328 inch (2624 lines), 1645 p.p.; 329 inch (2632 lines), 1650 p.p.; 330 inch (2640 lines), 1655 p.p.; 331 inch (2648 lines), 1660 p.p.; 332 inch (2656 lines), 1665 p.p.; 333 inch (2664 lines), 1670 p.p.; 334 inch (2672 lines), 1675 p.p.; 335 inch (2680 lines), 1680 p.p.; 336 inch (2688 lines), 1685 p.p.; 337 inch (2696 lines), 1690 p.p.; 338 inch (2704 lines), 1695 p.p.; 339 inch (2712 lines), 1700 p.p.; 340 inch (2720 lines), 1705 p.p.; 341 inch (2728 lines), 1710 p.p.; 342 inch (2736 lines), 1715 p.p.; 343 inch (2744 lines), 1720 p.p.; 344 inch (2752 lines), 1725 p.p.; 345 inch (2760 lines), 1730 p.p.; 346 inch (2768 lines), 1735 p.p.; 347 inch (2776 lines), 1740 p.p.; 348 inch (2784 lines), 1745 p.p.; 349 inch (2792 lines), 1750 p.p.; 350 inch (2800 lines), 1755 p.p.; 351 inch (2808 lines), 1760 p.p.; 352 inch (2816 lines), 1765 p.p.; 353 inch (2824 lines), 1770 p.p.; 354 inch (2832 lines), 1775 p.p.; 355 inch (2840 lines), 1780 p.p.; 356 inch (2848 lines), 1785 p.p.; 357 inch (2856 lines), 1790 p.p.; 358 inch (2864 lines), 1795 p.p.; 359 inch (2872 lines), 1800 p.p.; 360 inch (2880 lines), 1805 p.p.; 361 inch (2888 lines), 1810 p.p.; 362 inch (2896 lines), 1815 p.p.; 363 inch (2904 lines), 1820 p.p.; 364 inch (2912 lines), 1825 p.p.; 365 inch (2920 lines), 1830 p.p.; 366 inch (2928 lines), 1835 p.p.; 367 inch (2936 lines), 1840 p.p.; 368 inch (2944 lines), 1845 p.p.; 369 inch (2952 lines), 1850 p.p.; 370 inch (2960 lines), 1855 p.p.; 371 inch (2968 lines), 1860 p.p.; 372 inch (2976 lines), 1865 p.p.; 373 inch (2984 lines), 1870 p.p.; 374 inch (2992 lines), 1875 p.p.; 375 inch (3000 lines), 1880 p.p.; 376 inch (3008 lines), 1885 p.p.; 377 inch (3016 lines), 1890 p.p.; 378 inch (3024 lines), 1895 p.p.; 379 inch (3032 lines), 1900 p.p.; 380 inch (3040 lines), 1905 p.p.; 381 inch (3048 lines), 1910 p.p.; 382 inch (3056 lines), 1915 p.p.; 383 inch (3064 lines), 1920 p.p.; 384 inch (3072 lines), 1925 p.p.; 385 inch (3080 lines), 1930 p.p.; 386 inch (3088 lines), 1935 p.p.; 387 inch (3096 lines), 1940 p.p.; 388 inch (3104 lines), 1945 p.p.; 389 inch (3112 lines), 1950 p.p.; 390 inch (3120 lines), 1955 p.p.; 391 inch (3128 lines), 1960 p.p.; 392 inch (3136 lines), 1965 p.p.; 393 inch (3144 lines), 1970 p.p.; 394 inch (3152 lines), 1975 p.p.; 395 inch (3160 lines), 1980 p.p.; 396 inch (3168 lines), 1985 p.p.; 397 inch (3176 lines), 1990 p.p.; 398 inch (3184 lines), 1995 p.p.; 399 inch (3192 lines), 2000 p.p.; 400 inch (3200 lines), 2005 p.p.; 401 inch (3208 lines), 2010 p.p.; 402 inch (3216 lines), 2015 p.p.; 403 inch (3224 lines), 2020 p.p.; 404 inch (3232 lines), 2025 p.p.; 405 inch (3240 lines), 2030 p.p.; 406 inch (3248 lines), 2035 p.p.; 407 inch (3256 lines), 2040 p.p.; 408 inch (3264 lines), 2045 p.p.; 409 inch (3272 lines), 2050 p.p.; 410 inch (3280 lines), 2055 p.p.; 411 inch (3288 lines), 2060 p.p.; 412 inch (3296 lines), 2065 p.p.; 413 inch (3304 lines), 2070 p.p.; 414 inch (3312 lines), 2075 p.p.; 415 inch (3320 lines), 2080 p.p.; 416 inch (3328 lines), 2085 p.p.; 417 inch (3336 lines), 2090 p.p.; 418 inch (3344 lines), 2095 p.p.; 419 inch (3352 lines), 2100 p.p.; 420 inch (3360 lines), 2105 p.p.; 421 inch (3368 lines), 2110 p.p.; 422 inch (3376 lines), 2115 p.p.; 423 inch (3384 lines), 2120 p.p.; 424 inch (3392 lines), 2125 p.p.; 425 inch (3400 lines), 2130 p.p.; 426 inch (3408 lines), 2135 p.p.; 427 inch (3416 lines), 2140 p.p.; 428 inch (3424 lines), 2145 p.p.; 429 inch (3432 lines), 2150 p.p.; 430 inch (3440 lines), 2155 p.p.; 431 inch (3448 lines), 2160 p.p.; 432 inch (3456 lines), 2165 p.p.; 433 inch (3464 lines), 2170 p.p.; 434 inch (3472 lines), 2175 p.p.; 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465 inch (3720 lines), 2330 p.p.; 466 inch (3728 lines), 2335 p.p.; 467 inch (3736 lines), 2340 p.p.; 468 inch (3744 lines), 2345 p.p.; 469 inch (3752 lines), 2350 p.p.; 470 inch (3760 lines), 2355 p.p.; 471 inch (3768 lines), 2360 p.p.; 472 inch (3776 lines), 2365 p.p.; 473 inch (3784 lines), 2370 p.p.; 474 inch (3792 lines), 2375 p.p.; 475 inch (3800 lines), 2380 p.p.; 476 inch (3808 lines), 2385 p.p.; 477 inch (3816 lines), 2390 p.p.; 478 inch (3824 lines), 2395 p.p.; 479 inch (3832 lines), 2400 p.p.; 480 inch (3840 lines), 2405 p.p.; 481 inch (3848 lines), 2410 p.p.; 482 inch (3856 lines), 2415 p.p.; 483 inch (3864 lines), 2420 p.p.; 484 inch (3872 lines), 2425 p.p.; 485 inch (3880 lines), 2430 p.p.; 486 inch (3888 lines), 2435 p.p.; 487 inch (38

replied, and then he almost broke down. "I never cared for anyone before," he said, "and I never shall again; but I am no use."

A few days later George Archer came to Ewart with a smile upon his face. "Congratulations, Ewart," he said. "On what?" asked Ewart, his heart beating like lead.

"On my engagement," said Ewart. "To Miss Leigh?"

"Yes, just as you thought. Her relations are excellent, and all that, but—but—"

"I thought I would tell you, Ewart," said Ewart. "You are smiling, and it is—"

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His Britannic Majesty's Ships on the China Station

Name.	Class	Tonn.	Guns.	H.P.	Captain.	Last reported
Alacrity	despatch-vessel	1700	—	3000	Comdr. O. de B. Brock	Yokohama
Allion	battle-ship, 1st class	12,500	16	18,500	Captain T. H. M. Jorram	Hongkong
Albatross	ship	1000	6	1400	Comdr. R. Nugent	Singapore
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham O.V.O.	Hongkong
Blanche	cruiser, 1st class	9000	12	13,000	Captain F. G. Stopford	Hongkong
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Britannia	gunboat, 1st class	710	6	1300	Lieut.-Com. T. D. Pratt	Hongkong
Centurion	gunboat, 1st class	10,500	14	13,000	Captain Tegan	Hongkong
Cerberus	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Nagasaki
Cherub	water tank and tug	380	11	370		Hongkong
Colapso	cruiser, 2nd class	5600	11	9000	Captain Robert H. S. Stokes	Hongkong
Epirota	ship	1020	10	1400	Comdr. Ernest Barton	Wetlau
Fama	torpedo boat destroyer	360	6	6700		Hongkong
Flamingo	cruiser, 2nd class	1580	12	3200	Comdr. P. V. Lawes, D.S.O.	Hongkong
Gloria	battle-ship, 1st class	12,900	16	18,500	Captain W. A. Carter	Hongkong
Glory	torpedo boat destroyer	275	6	4000	Lieut.-Com. H. L. Well	Wetlau
Hasty	torpedo boat destroyer	275	6	4000		Hongkong
Hart	ship	1640	—	800	Comdr. J. D. Daintree	Hongkong
Hummer	torpedo boat destroyer	280	6	3800	Lieut.-Com. C. B. Powell	Wetlau
Janus	river gunboat	—	4	—	Hon. N. G. Stopford	Hongkong
Kinshasa	cruiser, 1st class	14,100	16	31,600	Lieut.-Com. G. G. Webster	Hongkong
Leviathan	river gunboat	980	10	1400	Comdr. C. W. M. Plenderleash	Wetlau
Maori	ship	12,950	16	13,700	Captain R. F. Foote, C.M.G.	Hongkong
Maori	torpedo boat destroyer	350	6	6500	Lieut.-Com. G. G. Codrington	Wetlau
Maori	ship	1015	6	1400	Comdr. W. H. Nicholson	Hongkong
Rambler	surveying-vessel	835	6	680	Captain Morris H. Smyth	Amoy
Rinaldo	ship	680	10	1400	Com. D. St. A. Wake	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Com. John P. Irven	Canton
Rosario	ship	980	6	1400	Comdr. T. Jackson	Manila
Sandpiper	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	West River
Situs	cruiser, 2nd class	3900	8	9000	Capt. C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut.-Com. Davidson	Hongkong
Sparrow Hawk	torpedo boat destroyer	355	6	6300		Hongkong
Taka	torpedo boat destroyer	280	6	6500	Fleet Reserve	Hongkong
Talbot	cruiser, 2nd class	5800	11	9600	Captain Lewis Bayly	Hongkong
Tamar	receiving ship	4600	6	8000	Comdr. R. Robinson	Hongkong
Teal	river gunboat	150	2	240	Comdr. E. V. Wapora	Manila
Teal	cruiser, 2nd class	3400	8	2000	Capt. J. A. C. Wilkinson	Hongkong
Teal	coast defence gunboat	385	3	200	Lieut. Forbes	Hankow
Vengeance	battle-ship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, O.M.C.	Hongkong
Virago	torpedo boat destroyer	350	6	1400	Comdr. S. St. John Farquhar	Formosa
Whiting	surveying ship	420	6	650	Lieut.-Com. A. B. Parker	Hongkong
Woodcock	torpedo boat destroyer	360	6	5900	Lieut.-Com. Ernest C. Hardy	Hongkong
Woodcock	river gunboat	150	2	240	In Reserve	Hankow
Woodcock	river gunboat	150	2	240	Lieut.-Com. Hugh Somerville	Hankow
Woodcock	river gunboat	150	2	240	Lieut.-Com. Watson	Yangtze

* Flag of Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tonn.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Grinzenborzen	Shanghai
Acheron	French gunboat	1758	—	—	Captain Laffriere	Saigon
Albatross	French gunboat	300	—	—	Lieut. A. Varney	Shanghai
Argus	French gunboat	475	3	450	Capt. Crespin	Canton
Aspic	French gunboat	580	—	—	Commodore Journe	Saigon
Avalanche	French gunboat	580	—	—	Lieut. Heron	Shanghai
Benzel	French gunboat	600	—	—	Capt. Lafere	Shanghai
Bug	French gunboat	6018	16	—	Captain V. Poulton	Saigon
Chateaufort	French cruiser	625	—	—	Commodore Louel	Shanghai
Comete	French gunboat	1250	6	2200	Commodore Gubbish	Saigon
Decidues	French gunboat	470	—	—	Capt. Le Giffen	Shanghai
Kersaint	French gunboat	9700	12	19,600	Capt. Beca	Saigon
Montcalm	French cruiser	9437	8	8071	Captain Aros	Shanghai
Orly	French gunboat	1798	10	—	Capt. Huat	Saigon
Pascal	French cruiser	629	2	900	Captain Soule	Shanghai
Redoubtable	French cruiser	—	—	—	Capt. Vincent	Saigon
Styx	French gunboat	—	—	—	Captain Thomas	Hongkong
Surprise	French gunboat	—	—	—	Lieut. Gallard	Saigon
Taklong	French gunboat	—	—	—	Captain Blondel	Along Bay
Talou	French destroyer	—	—	—	Lieut. Carl	Canton
Vauban	French cruiser	400	4	441	Co. ad. Villeneuve	Saigon
Vigilant	French gunboat	—	—	—	Comdr. Huss	Shanghai
Viper	French gunboat	—	—	—	Comdr. Wuthmann	Shanghai
Bussard	German cruiser	11,900	38	14,000	Captain Friedrich	Nagasaki
Furst Bismarck	German flagship	1776	15	2600	Comdr. Wuthmann	Shanghai
Geyer	German cruiser	6000	34	10,000	Capt. von Semmer	Yokohama
Hansa	German cruiser	6000	37	10,000	Capt. Ingenhoff	Nagasaki
Hertin	German gunboat	1000	10	1300	Comdr. Umanndorf Platen	Amoy
Ilia	German gunboat	800	10	1300	Comdr. Wilbrandt	Amoy
Jaguar	German gunboat	1000	10	1300	Comdr. Koonchok	Amoy
Luchs	German gunboat	1200	10	—	Comdr. Paepke	Hongkong
Möwe	German gunboat	1400	15	2800	Comdr. Hoffmann	Nagasaki
Seeadler	German cruiser	800	10	1300	Comdr. Deimling	Nagasaki
Tiger	German gunboat	—	—	—	Lieut. Comdr. von Welse	Shanghai
Vorwarts	German gunboat	—	—	—	Captain Dick	Shanghai
Thetis	German cruiser	—	—	—	—	—
Pionnette	Italian cruiser	2427	34	12,000	Captain Duerne	Nagasaki
Vesuvio	Italian cruiser	4000	24	6820	Captain Zezi	Shanghai
Vettor Pisani	Italian cruiser	6600	18	13,000	Capt. Ohi	Nagasaki
Diu	Portuguese gunboat	720	—	—	Captain Diego do Sa	Mano
Zaire	Portuguese gunboat	800	—	—	Capt. F. J. Barboza Leal	Mano
Albat	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amur	Russian cruiser	2000	5	4700	Comdr. Gramatichkov	Port Arthur
Askold	Russian cruiser	3000	27	—	Capt. Reitzscheit	Kobe
Bayarin	Russian cruiser	3200	6	—	Comdr. Kravchik	Port Arthur
Belos	Russian gunboat	1050	8	1130	Comdr. Erjokovitch	Shanghai
Bogoly	Russian gunboat	871	6	—	—	Port Arthur
Brusilov	Russian gunboat	500	6	350	Comdr. Yonif	Port Arthur
Gaidamak	Russian gunboat	1400	6	2000	Comdr. Zagarsky	Shanghai
Gromobol	Russian battle-ship	12,384	44	14,500	Capt. Josen	Nagasaki
Gromobol	Russian gunboat	1000	6	1600	Comdr. Shumof	Shanghai
Guilak	Russian gunboat	1213	7	1500	Comdr. Novakovsky	Nanking
Korok	Russian gunboat	1224	7	1400	Commodore Muraviev	Shanghai
Mandjour	Russian gunboat	1450	6	2000	Comdr. Vasiloff	Port Arthur
Ostryj	Russian gunboat	871	12	—	—	Port Arthur
Pallada	Russian battle-ship	15,674	15	14,500	Captain Koroloff	Nagasaki
Perevost	Russian battle-ship	10,960	16	10,000	Captain Jakovlev	Port Arthur
Petrovavlovsk	Russian battle-ship	12,674	15	14,500	Capt. Zlatarsky	Port Arthur
Podolsk	Russian battle-ship	10,960	16	10,000	Captain Ososki	Port Arthur
Poltava	Russian battle-ship	1354	10	1700	Comdr. Litvin	Kronchona
Rashchyvny	Russian battle-ship	12,002	16	12,000	—	Port Arthur
Rozhizn	Russian battle-ship	12,000	68	17,000	Captain Sepalrennikoff	Port Arthur
Rosla	Russian battle-ship	10,923	23	13,250	Capt. Matsevich	Marengo
Rurik	Russian battle-ship	10,960	16	10,000	Captain Senobrennikoff	Nagasaki
Savastopol	Russian battle-ship	15,674	15	14,500	Lieut. Comdr. Ivanoff	Port Arthur
Silach	Russian gunboat	850	2	1125	Comdr. Zlatar	Port Arthur
Sivochek	Russian gunboat	1050	8	1125	Capt. Bahr	Port Arthur
Varyag	Russian gunboat	6500	27	20,000	Comdr. Zaporlansky-Kleed	Port Arthur
Vedick	Russian gunboat	500	9	3300	Comdr. Abramo	Port Arthur
Zabiyra	Russian gunboat	1230	15	1181	—	—
Albat	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Nagasaki
Calico	U. S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Chinco
Duo Jun de Austria	U. S. gunboat	1160	—	1600	Captain Denfield	Singapore
Elcano	U. S. gunboat	1342	—	—	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1690	8	186	Capt. Stanton	Shanghai
Kendall	U. S. flagship	11,500	14	10,000	Captain R. M. Berry	Kobe
Monadnock	U. S. monitor	1890	6	3000	Captain Alshon	Shanghai
Monocacy	U. S. gunboat	1270	6	850	Comdr. Denfield	Tokio
Monterey	U. S. monitor	4084	4	5244	Comdr. W. H. Beeches	Hongkong
New Orleans	U. S. cruiser	3137	20	—	Commodore Blockinger	Nagasaki
Oregon	U. S. ordier	10,308	45	—	Captain R. M. Berry	Kobe
Raleigh	U. S. cruiser	3213	—	—	Captain Nemo	—
Vicksburg	U. S. cruiser	1000	15	1118	Commodore Marshall	Shanghai
Vincennes	U. S. gunboat	400	—	—	Lieut. L. O. Bortolotto	Shanghai
Vincennes	U. S. gunboat	1397	8	1894	Commodore U. R. Harris	Yokohama

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MEMOS. FOR TO-MORROW.

Miscellaneous.

Exchange Banks Close.
Insurance Offices Close.
9 a.m.—Military Gun Practice.
Goods per *Charles Thibault* undelivered
after this date subject to rent.
Goods per *Gregory* *Alger* undelivered
4 p.m. date will on this be landed.

General Memoranda.

SATURDAY, January 2.—
Goods per *Clontarf* not cleared on this
date subject to rent.
Goods per *De la* undelivered after this
date subject to rent.
Goods per *Macdonald* not cleared at 4 p.m.
on this date subject to rent.TUESDAY, January 5.—
2.30 p.m.—Auction of Handsome House-
hold Furniture, &c., at Mr V. I.
Rendell's Sales Rooms.
Goods per *Ava Mores* not cleared on
this date subject to rent.
Goods per *Budonic* undelivered after
this date subject to rent.WEDNESDAY, January 6.—
9 a.m.—Military Gun Practice.
Goods per *Polignac* undelivered after this
date at Noon will be subject to rent
and landing charges.
Goods per *Pulmon* not cleared at 4 p.m.
on this date subject to rent.SATURDAY, January 10.—
9 p.m.—A Concert of Hongkong Volun-
teer Corps at City Hall.A. S. WATSON & CO.,
LIMITED.As usual, we are selling one of the BEST
ASSORTMENTS IN THE COLONY
of GOODS SUITABLE FOR
TIMELY PRESENTS:—
CONFECTIONERY IN FANCY BOXES
of Rare Design.GOOD PIPES in Great Variety.
CIGAR and CIGARETTE-HOLDERS.
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FANCY PERFUME SPRAYS.
PERFUMES in FANCY BOXES.
EBONY-BACKED HAIR BRUSHES.
EBONY-BACKED TOILET MIRRORS.
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MANICURE SETS.
FANCY PUFF BOXES.TOM SMITH'S
CRACKERS.ARTISTIC AND PLEASING
NEW YEAR
CARDS.A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.Established A.D. 1841.
December 28, 1903.

MARRIAGE.

On Nov. 12, at Cambridge, Canada, son
of the late Joseph Laurence, Walton on
Thames, to Janet, daughter of Prof. H. A.
Giles, of Selwyn-gardens, Cambridge.The publication of this issue commenced
at 6.40 p.m.

The China Mail.

HONGKONG, THURSDAY, DECEMBER 31, 1903.

THE year that has just passed has been blessed by the absence of History. No very startling events have broken the even tenor of its way. The British Empire has not been at peace, but the Empire never is at peace all at one time. Yet the military operations in Southland and Venezuela have been slight and likely to be unmemorable only for resulting benefits. Our foreign relations have been uniformly amicable, and treaties or agreements have been undertaken with China, France and Italy, from which there should follow greater stability in international peace and lessened opportunities for disagreement. One question is at rest that has been for seven years an irritating thorn in the side of the Empire. The award of the Arbitration Commission on the frontier between the United States territory of Alaska and our own lands in Western Canada has been disappointing in compelling the cession of a couple of small islands to which Canadians attached a perhaps exaggerated importance, but an unsatisfactory settlement is better than none. If Mr Rufus Choate's graceful suggestion be adopted and the name of Mount Heriot given to one of the boundary peaks, it will recall a diplomatic triumph equally honourable to the ambassador who engineered it and the great nations which disinterestedly sought and loyally accepted a judicial decision on a question of the sort that in former ages might have landed them in a costly and fratricidal war. At home, the movement for fiscal reform, for the attainment of free trade by arming our government with the power of enforcing retaliatory tariffs, has been forced dramatically to the front. We now know that before

African tour of reconciliation, he had laid the mine which has exploded to the disruption of a strong and united government. The Cabinet was at once ranged into two sections, the larger admitting that a remedy or a palliative for blackness of British trade might be found in tariff changes, while a minority, small in number but of substantial weight and authority, adhered stoutly to the established doctrines of Free Trade. As soon as the Premier had definitely pronounced an opinion, not entirely satisfactory to either side, the rupture came. The leaders on both sides withdrew, Mr. Chamberlain to press his prescription vehemently upon the nation, ploughing a lone furrow, while the Duke, Mr. Ritchie and the rest opposed him more or less languidly. Europe has been at peace. There has been a drawing together of France and Great Britain, which is highly creditable to the responsible people in both countries, and there can be no doubt that King Edward's visits to Portugal, Italy, Austria and France and the exchange of visits by President Loubet and the Kings of Italy and Portugal have helped to promote a better feeling all around. The death of Pope Leo XIII. made far less stir than might have been expected from the removal of one who held a position unique among European princes. The influence that he had exerted during his long reign had been continually peaceful and orderly one, and so uniform was it that the succession of Pius X. found no changes to be made, no tangles to unwind, and no policy to reverse. Far different was the case in Serbia, where the Obrenovitch dynasty was blotted out in blood. The inner history of the events that led to that tragedy will probably remain unpublished as long as those that culminated in the murder of Sultan Abdul Aziz twenty years ago, but the immediate effect of the crowning horror presses on the Serbian nation, and shadows the confusion that always hangs over the Balkan States in a cloud of blood and flame. Macedonia has given the cause of anxiety that continually arises among a mixed population of different faiths and nationalities, semi-civilized, semi-starved and

altogether lawless. The concert of Europe has delegated to Russia and Austria the task of impressing upon the Porte the adoption of palliative reforms, but the situation is still far from reassuring. The death of Lord Salisbury removed from the scene nearly the last of the great statesmen of mid-Victorian times, leaving the Duke of Devonshire as the only representative of those who stood in the front rank during the '70s. Next to the two great protagonists, Gladstone and Beaconsfield, the Marquis stood easily foremost among diplomatists possessing a European reputation, and up to his retirement in 1902, had a record of thirty years of magnificent service. Most of the statesmen of to-day are coming men, and it is much to hope for if we expect ever to find his match among them. For the past three months, there have been daily rumours of an impending ultimatum from Japan to Russia. All students of Far Eastern politics have fervently that no such menace to progress and prosperity may become an accomplished fact. But there is no blinking the certainty that it cannot be avoided save by giving the Muscovite a little more to which he has not the shadow of an equitable claim. For two years, Russia has been 'evacuating' Manchuria by tightening her hold on that country, and it is now abundantly obvious that she has been steadily encroaching on Corea also. Japan might see Russia in full possession of Manchuria and remain reluctantly acquiescent, but a Russian Corea, dangerously close to her own gates, would be a serious menace, with ports far superior to ice-bound Vladivostok and tempestuous Dalny.

Of progress in China there is little to chronicle. The Empress Dowager is still the ruling power at Peking whatever she may be in the provinces, where there always prevails a state bordering on insurrection. Viceroy Shuan, who succeeded to the Viceroyalty of the Two Kwang, was heralded with hopeful anticipation by foreigners, who saw in the appointment of this wise, honest and progressive official earnest of a desire to place the rule of the Southern Provinces upon a higher plane, and to pave the way for reforms of a permanent character. The new Viceroy addressed himself to the suppression of the rebellious movement in Kwangsi, which partakes more of the nature of freebooting than organized rebellion. In a country where truth is rare, it is difficult to estimate the full extent of the movement or the measure of success of the Viceroy's troops. But it may be said with safety that there is no danger to the dynasty in the 'Kwangsi Rebel-lion.' Shuan's reforms have met with much opposition from his official colleagues. That was to be expected. During the year, the inhabitants of Kwangsi suffered from a terrible famine. Human flesh was sold by the butchers, and thousands of women and children were sold into slavery. Succour was organized by the missionaries, and help was sent from Hongkong, and the United States, the Governor of Hongkong taking the unusual step of detaching a local official to visit the famine district and to assist in the distribution of the Hongkong Fund. Throughout China, progress is being made with various railway schemes. One of the most important events of the year was the opening of the railway between Canton and Foshan, a branch line of the Yueh-han Railway, which is being built by American and Belgian speculators. The railway, though operated under temporary conditions, is being patronised largely by the Chinese, and there is good reason to hope, from the success of this experimental line, that the southern Chinese will maintain their reputation for progress and will take the fullest advantage of the railway system. The introduction of railways is the first step towards the real opening up of this rich country, and with a uniform currency on a fixed basis and the strict observance of the new treaties China would advance in prosperity with leaps and bounds.

Here in Hongkong the most important event of the year has been the transference of Sir Henry A. Blake to the government of Ceylon. It has been our fate on several occasions to find ourselves in outspoken opposition to particular actions of the government. Such a state of affairs must frequently recur when a Colony with a necessarily dominant white population and a large native race is ruled more or less intelligently from Downing Street, by a staff of permanent officials who have their

magnificently-trained intelligence as a substitute of local experience, but for none of their misunderstandings and shortcomings have we ever attached condescension to the Governor. We hope and anticipate a prosperous and distinguished term of service for Sir Matthew Nathan. In the meanwhile, the Government is being administered by Mr F. H. May, an official, who, by his sterling honesty of purpose and able work in various appointments, has earned the highest esteem of the community. The announcement of his appointment as interim Governor was received with unanimous approval, and during the few weeks His Excellency and Mrs May have occupied Government House they have added to the respect and esteem that was already theirs. There have been few changes in official life. Sir William Gascoigne was succeeded in the command of the garrison by General Villiers Hatton. During their stay in the Colony, General and Lady Gascoigne maintained the high traditions of Headquarters House. Captain Murray Rumsey, Harbour Master, went home on leave preparatory to resigning the Colonial service. The social event of the year was the wedding of Miss Blake to her father's A.D.C., Captain Arbuthnot. In the Legislative Council, Mr Gorham Stewart succeeded Mr C. S. Sharp and Mr H. E. Pollock, K.C., was elected by the Chamber of Commerce as their representative during Mr R. Shewan's absence. Mr Pollock and Mr Albert Runjinh were also elected by popular franchise to the Sanitary Board, to which Mr E. A. Hewitt was appointed in the place of Mr E. Osborne, at present on leave. The most important piece of legislation during the year was the Public Health and Buildings Ordinance, and in the application of this far-reaching measure, coupled with the working of an Improvement Trust it is proposed to institute, the Colony's sanitary condition should be improved enormously. Unfortunately, the Colony suffered from an alarming outbreak of serious crime, but the vigilance of the police, the wise administration of the law by the inferior and superior courts, and the application of the powers of deportation vested in the Governor have had the effect of ridding the Colony of many hardened criminals. We are pleased to be able to state that substantial progress has been made with several public works that will be of permanent value to the Colony, such as the new Post Office, the new Law Courts, the Gravitation Water Supply at Kowloon, and the extension of the water storage at Tai Lam. The annual plague epidemic ran its usual course, the only marked features being the larger number of Europeans attacked and the lower percentage of fatalities. Before he left the Colony, Sir Henry Blake opened a new branch of the Tung Wah Hospital, the Jubilee Hospital on Barker Road, and the Jubilee Road.

A HAPPY AND PROSPEROUS
NEW YEAR.

LOCAL AND GENERAL.

Story by Joseph Hocking.

On pages 2 and 3 of this issue will be found a complete short story by the popular novelist Joseph Hocking.

The Commodore's Cup.

The race for the Commodore's Cup will be sailed over course 3, as originally arranged. The race will start at 1 p.m.

Water Analysis.

The Government Analyst, Mr Frank Browne, laid a report on the table of the Sanitary Board this afternoon on the water in the Tytan, Cheung Sha Wan, Pokfulam, and Kowloon services, which showed the water to be of excellent quality.

Rats.

The rat return for the fortnight ended December 28, shows that 558 rats were caught in Victoria, of which 6 were infected with plague, and that 334 were captured in Kowloon, 3 being plague-infected, making a total of 792 caught, 9 infected. The percentage of infected rats was 1.108, as against .98, for the preceding fortnight, when 916 rats were caught.

Taikoo Sports.

The Thirtieth annual athletic meeting in connection with the Taikoo works will be held to-morrow, commencing at 12.30 p.m. Flat races, bicycle races, hurdle races and jumping will be indulged in, and a good day's enjoyment should be secured. Mr R. H. Stephenson, the hon. Secretary, has been energetic in his duties and hopes to have everything in tip-top order. During the afternoon the 11th Mahratta Light Infantry Band will play on the ground.

Russian Dock at Vladivostok.

It is reported that a new large dock is now ready at Vladivostok, and will be opened shortly. It has been built by the Russian Admiralty to meet the demands arising from the large increase in the number of Russian warships in the Far East. For the same purpose another dock of like dimensions is being constructed at Port Arthur. Besides these docks, where vessels of large size can undergo repair, the Russian Admiralty proposes to build ship-building yards and dock in the Far East where small vessels can be constructed.

Chinese Honours.

His Majesty the King has granted Mr Henry King, Commissioner in the Imperial Chinese Maritime Customs Service, his Majesty's royal licence and authority that he may accept and wear the Insignia of the First Class of the Third Division of the Imperial Chinese Order of the Double Dragon, conferred upon him by his Imperial Majesty the Emperor of China in recognition of valuable services rendered by him to his Imperial Majesty; unto Frederick Thomas Richards, Esq., Professor of Navigation, formerly in the Imperial Naval College at Fochow, and subsequently in the Imperial Naval College at Canton, his Majesty's royal licence and authority that he may accept and wear the Insignia of the Third Class of the Third Division of the Imperial Chinese Order of the Double Dragon, conferred upon him by his Imperial Majesty the Emperor of China in recognition of valuable services rendered by him to his Imperial Majesty.

Time and Money.

Sickness causes a loss of both time and money. You lose the time and have the expense of medical attendance, creating a double loss. This can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy often proves a profitable investment, for, by its use at the first appearance any unusual looseness of the bowels, a severe attack of diarrhoea or dysentery may be averted, that might otherwise compel a week's cessation from work. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it today. It may save a life. For sale by all chemists and medicine vendors: Warriner Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

Lieut. B. W. Paul, The Sherwood Foresters, has resigned his commission.

Sir William Dea Young, formerly Governor of Hongkong, is at present in India.

The steamer *Sibilly*, 125 feet in length, has been launched at Sandakan for the Sabah Steamship Company.

The people of Sandakan, North Borneo, are giving a banquet to the Governor as a mark of their appreciation of his service to the State.

The forthcoming marriage is announced of Jessie Lady Horiot Maitland and his Excellency the Prince of Formosa, says the *L. and C. Express*.

Captain J. B. Jernham, D.S.O., 8th Lancashire, and Captain C. A. I. Yate, King's Own (Yorkshire Light Infantry), are seconded whilst attached to the Japanese Army.

German Naval Cadet Hissener, who is undergoing a sentence of two years' imprisonment for causing the death of a private soldier at Essen, has been dismissed from the Service.

Mr William Henry Clark, of the Board of Trade, has had the Order of St. Michael and St. George conferred upon him for services in connection with the negotiation of a commercial treaty with China.

Extraordinary reports are current, is to the death of Princess Elizabeth of Hesse. It is said that styphnia has been found in the Royal larders at Skierwiec, and that several persons, including the Tsar's cook, have been arrested.

Tunncliffe, the Yorkshire cricketer, realised about £1600 from his benefit match last season. Hirst, at present in Australia, takes his benefit this year, the match Yorkshire v. Lancashire, at Leeds, being set apart by the County Committee.

The many friends of Mr J. J. B. Heemskerk in Hongkong and the Far East will doubtless be pleased to hear of his appointment as agent to the Chartered Bank of India, Australia, and China at Hamburg. Mr Heemskerk came out to the East when quite a young man, between thirty and forty years ago, and went to Japan. From Japan he moved down to Shanghai, where he went into partnership with Mr Peter McLean. He visited Germany and became partner and manager of a firm in Amsterdam, but returned to the East again. He established himself in business in Shanghai, and later on came down to Hongkong, where for the last ten years he has been actively engaged in business. He first joined the firm of H. S. Just and Co., Bill-brokers, and remained a partner until Mr Just returned to Europe, when he took over the business. Mr Groie joined him as a partner, and the firm was known as Heemskerk and Co. Mr Groie, it will be remembered, was some time ago appointed as second manager to the Deutsche Bank in Bremen. Mr Th. Christian is now carrying on the business in Hongkong.

To Break the Humdrum of Life.

The *North Borneo Herald* is running a "Court and Fashion" column. This is one of the paragraphs:—On Thursday evening the Dec. 3rd, at 3 p.m. the infant child of Mr and Mrs Horton was baptised in St. Michael's church by Rev. W. H. Elton. A good attendance of Europeans witnessed the ceremony which is one that furnishes a break in the humdrum of life for calm and often remorseful reflection. Why doesn't someone get christened in Hongkong?

Hire of a Ship.

At the Supreme Court this morning, before the Puisne Judge, His Honour A. G. Wise, the Hansatische Dampfer Compagnie obtained judgment against Messrs Wo Fat Sing and Co. for the sum of \$694 14 and costs, being balance of the hire of the s.s. *Emma Laylen*, under a charter party, dated 11th March last. Mr H. J. Gudgey, of Messrs Johnson, Stokes and Master, appeared for the plaintiffs, and defendants were unrepresented in Court. A shipping clerk in the East Asiatic Trading Co., agents for the plaintiffs, proved the charter, and judgment was given as above.

North Borneo Finances.

The revenue of North Borneo is put down in the estimates for 1904 at \$875,000. Licences contribute \$36,125 and Customs \$313,950. The expenditure chargeable to revenue is \$738,815, but, as about 13 per cent of this sum is placed to Capital Account on the ground of General Development of the Country, the actual sum estimated to be spent out of Revenue is \$626,669, leaving a probable divisible surplus of \$248,331. It is proposed to spend \$420,000 on the State Railways and \$147,000 on Public Works, roads and bridge paths; this latter expenditure being payable out of Capital. The Chartered Co. has raised debentures to the extent of £400,000 at 5 per cent. within the last three years as a sum of somewhat over \$200,000 has to go in interest to the debenture holders leaving about \$140,000 for the shareholders who, but for the last issue of debentures, might have received the 5 per cent dividend, which the Governor foreclosed some time ago.

